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BLACK SEA SHIPPING CRITICIZED;
RIVER SHIPS SAVE FUELSHIP-HANDLING FACILITIES NEED IMPROVEMENT -- Morskoy Flot, No 53,
5 Jul 49

Operation of regularly scheduled freight routes on the Black Sea has been completely justified. Every ship operating on a regular route has exceeded its shipping plan. However, complete realization of shipping capacities is possible only by changing the system of port operations.

The fleet operating on regularly scheduled ore and ore-coal freight routes lost 187 ship-hours during April and May in waiting for moorings at Black Sea ports. The low norm for handling scheduled ships at Poti and Odessa is a cause of this. According to present norms, Poti and Odessa must handle one ship at a time of those operating on a regular route. This system must be changed. It is possible for both Poti and Odessa to handle two ships at once, and this is sometimes done even now.

Both the Azov and Black Sea Ship Lines haul ore between Poti and Zhdanov. As yet these lines have no coordinated schedule of ship traffic. As a result, ships arrive simultaneously in ports and have to wait for moorings. The Main Administration of the Southern Fleet must take this into account in drawing up a shipping schedule.

The system of bunkering ore ships must be radically altered. At present ships can be bunkered only in Batumi. Ships must make additional trips and so lose valuable time. Or, to eliminate these unproductive trips, ships must be given almost a month's supply of fuel and thus lower their carrying capacity. A floating bunker dock in Poti harbor could eliminate this difficulty.

A regularly scheduled grain-shipping route has been established this year between Khorly-Skadovsk and Kherson. The ships on this route -- Korels and Mekhanik Gerasimov -- operate exactly on schedule. But grain loading at Khorly and Skadovsk is done only in two shifts, disrupting

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efforts to maintain a fast shipping schedule. Around-the-clock deliveries of grain to ship loading points must be attained if the situation is to be corrected.

A new passenger line between Odessa, Ochakov, Kherson, Khorly, and Skadovsk is to be opened. However, passenger ships are not adequately utilizing their freight shipment capacities. Port authorities, particularly at Novorossiysk, Poti, and Batumi, have not devoted sufficient attention to loading operations of passenger ships. No stevedores are allotted to loading and unloading operations of passenger ships, apparently in the belief that the ships' crews can handle the job themselves.

The Rossiya, a large Diesel electric ship, will offer express passenger service between Black Sea ports this year.

ACHIEVE FUEL SAVINGS -- Rechnoy Transport, No 53, 5 Jul 49

The following ships have made savings of fuel in the fuel economy drive: Bel'sk Ship Line -- Sovetskiy polyarnik (13 tons of mazut), Tukay (17 tons of mazut), Barnaul (14 tons of mazut), Doronich (7 tons of coal), and Slepnev (14 tons of coal); Northwestern Ship Line -- Zemlyansk (12 tons of coal), 17-y MYUD (10 tons of coal), Ivanovo (5 tons of coal), and steamship No 48 (5 tons of coal); Volga Freight and Passenger Ship Line -- Volodarskiy, Lermontov, 1 Maya, Spartak, S. Ordzhonikidze, III International, Chicherin, and Uritskiy.

YENISEY RIVER SHIP COMPLETES SPEEDY VOYAGE -- Rechnoy Transport, No 53, 5 Jul 49

The Diesel freighter Uzbekistan, making a 1,776-kilometer non-stop voyage from Krasnoyarsk to Igarka, attained an average speed of 515 kilometers per 24-hour period. The Yenisey Ship Line is studying this trip with the intent of establishing regular high-speed freight service on the lower reaches of the Yenisey.

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